

## CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—154 per cent.	
Chartered Bank—154 per cent.	
China Insurance Company—163 per share, sellers.	
North China Insurance—175 per share, buyers.	
China Insurance Company, Limited—174 per share, sellers.	
Yong Wah Insurance Association—178 per share, sellers.	
China Insurance Company—170 per share, sellers.	
China Insurance Company, Limited—170 per share, buyers.	
China Insurance Company—174 per share, buyers.	
Hongkong and Shanghai Bank—154 per cent.	
Chartered Bank—154 per cent.	
China Insurance Company—163 per share, sellers.	
North China Insurance—175 per share, buyers.	
China Insurance Company, Limited—174 per share, sellers.	
Yong Wah Insurance Association—178 per share, sellers.	
China Insurance Company—170 per share, sellers.	
China Insurance Company, Limited—170 per share, buyers.	
China Insurance Company—174 per share, buyers.	

## STEAMERS EXPECTED.

The Union Line steamer *Frisia*, from Antwerp, left Singapore on the 14th instant, and is due here on the 21st.

The P. & O. S. N. Co.'s steamer *Tanjore* from Bombay, left Singapore on the 18th instant, and is due here on or about the 24th.

The Ocean Steamship Co.'s steamer *Achilles*, from Liverpool, left Singapore on the afternoon of the 18th instant, and is due here on the 24th.

The Ocean Steamship Co.'s steamer *Prometheus*, from London, left Singapore on the morning of the 20th instant, and is due here on the 26th.

## Shipping.

OLYMPIA, German steamer, 1,000 P. Moller, 20th April—Kobe 15th April, Rice—Siemens & Co.

PEMROS, German steamer, 1,541, U. Johansen, 20th April—Bangkok 14th April, Rice—Ed. Scheilhaus & Co.

FACTOLUS, American ship, 1,147, H. D. Barnham, 20th April—Shanghai 11th April, Ballast—Pustau & Co.

PIRA CHULA CHOM KLAO, British steamer, 1,011, A. Benson, 21st April—Bangkok 15th April, Rice and General—Yuen Fat Hong.

J. B. LAY, French steamer, 197, Grequel, 21st April—Tourne 18th April, General—Chinese.

FOOKSANG, British steamer, 991, H. W. Hogg, 21st April—Shanghai 17th April, and Swatow 20th, General—Jardine, Matheson & Co.

ASHINGTON, British steamer, 856, Reynell, 21st April—Saigon 16th April, Rice—Wiel & Co.

CHAMBERS AT THE HARBOUR OFFICE.

*Bantam*, Dutch steamer, for Amoy.

*Alpine*, German steamer, for Hoibow.

*Fushiki Maru*, Japanese steamer, for Kutchin.

*Guthrie*, British steamer, for Port Darwin, & C.

*Deception*, British steamer, for Singapore, & C.

*Tenaris*, German steamer, for Nagasaki.

*Chiyen*, Chinese steamer, for Swatow.

*Guthrie*, British steamer, for Shanghai.

*Snoucho*, British steamer, for Hoibow.

*Augusta*, German bark, for Takao.

*Kwang-lee*, Chinese steamer, for Swatow, & C.

April 20, *Norden*, Norwegian steamer, for Kutchin.

April 20, *Ningpo*, British steamer, for Shanghai.

April 20, *Lillian*, Hawaiian bark, for Honolulu.

April 21, *Velo*, German steamer, for Chiofo.

April 21, *Caribbrooke*, British str., for Saigon.

April 21, *Kwang-lee*, Chinese steamer, for Swatow, & C.

April 21, *Falkenberg*, German str., for Saigon.

April 21, *Glenfinlas*, British str., for Shanghai.

April 21, *Kwang-lee*, Chinese steamer, for Swatow, & C.

April 21, *Constance*, British cruiser, for a cruise.

Per *Ashington*, str., from Saigon, 2 Chinese.

Per *Phra Chula Chom Kiao*, str., from Bangkok—Mr. L. C. Cumberbatch, and 42 Chinese.

Per *Fooksang*, str., from Shanghai, & C.—Miss Black, Dr. Merz, Messrs. Gatti, Ranki, Everit, and 7 Chinese.

Per *Kwang-lee*, str., for Swatow, & C.—84 Chinese.

Per *Alpine*, str., for Hoibow—60 Chinese.

Per *Guthrie*, str., for Port Darwin, & C.—Messrs. Baines, Cockedge, Emmanuel, and 162 Chinese.

The British steamship *Ashington* reports that she left Saigon on the 16th instant. Had light winds and fine weather throughout the passage.

The American ship *Deception* reports that she left Shanghai on the 11th instant. Had light winds and dense fog the greater part of the time.

The British steamship *Phra Chula Chom Kiao* reports that she left Bangkok on the 15th instant. Had light winds and very fine weather throughout the passage.

The British steamship *Fooksang* reports that she left Shanghai on the 17th instant, and Swatow on the 20th. Had light winds with calms and occasional fog. On the 17th, passed the steamships *Dardanus*, *Nanzing*, and *Leisang*, off Steep Island.

## SHIPPING IN HONGKONG.

BANTAM, Dutch steamer, S. C. Scholten, 15th April—Saigon 12th April, Rice and General—Jardine, Matheson & Co.

BORNIDA, Italian steamer, 1,499, G. B. Dagulino, 18th April—Bombay, and Singapore 11th April, General—Carlowitz & Co.

CHINA, German steamer, 648, Ulderup, 13th April—Haiphong 10th April, General—Melchers & Co.

CHI-YUEN, Chinese steamer, 1,211, R. Noll, 14th April—Penang 3rd April, and Singapore 7th, General—C. M. S. N. Co.

CITY OF PEKING, American steamer, 5,079, H. C. Dearborn, 15th April—San Francisco 17th March, and Yokohama 8th April, Mails and General—P. M. S. S. Co.

DEUPLICATION, British str., 1,374, Wm. Asquith, 20th April—Swatow 19th April, General—Butterfield & Swire.

DRACHENFELS, German steamer, 1,552, C. A. Tardé, 15th April—Saigon 11th April, Rice and Paddy—Adamson, Bell & Co.

FAME, British steamer, 117, A. Stoppel—Hongkong and Whampoa Dock Co.

FOKLEN, British steamer, 509, J. S. Roach, 10th April—Tamsui 15th April, Amoy 16th, and Swatow 18th, General—D. Laprak & Co.

GUTHRIE, British steamer, 2,500, Neil Shannon, 11th April—Sydney 17th March, Townsville 22nd, and Port Darwin 31st, General—Russell & Co.

KILDARE, British steamer, 2,277, Johnson, 18th April—Saigon 14th April, Rice—Butterfield & Swire.

PAKSHAN, British steamer, 835, J. Young, 17th April—Bangkok 10th April, Rice—Hop Hing Hong.

PILOT FISH, British steamer, 161, A. Stoppel—Hongkong and Whampoa Dock Co.

WOOTTON, British steamer, 327, Rowin, 20th April—Zakhal 12th April, and Hoibow 19th, General—Chinese.

TETARTOS, German steamer, 1,578, T. Petersen, 18th April—Nagasaki 13th April, Coal—Takasima Colliery.

WAI-TING, Chinese steamer, 303, Chang Shing, 17th April—Tamsui—Order.

## SAILING VESSELS.

AUGUSTA, German bark, 473, Jessen, 17th March—Amboina 6th Feb, Timber—Ed. Scheilhaus & Co.

AUGUSTE, German bark, 1,306, Schumacher, 31st March—Cardiff 17th November, Coal—Order.

## HONGKONG—SAILING VESSELS.

B. P. CHENRY, American ship, 1,259, Hughes, 25th Jan.—New York 17th August, Kerosene Oil—D. Laprak & Co.

CENTRAL, American ship, 1,222, J. M. Beattie, 27th Jan.—New York 18th Sep, Kerosene Oil—Russell & Co.

COLUMBUS, German ship, 1,429, L. Haesloot, 11th April—Singapore 9th March, Timber—Captain.

EINSDVOLD, Norwegian bark, 272, P. H. Sannes, 5th April—San Francisco 20th Jan, Flour—Captain.

ERIKORNO, Chinese bark, 457, Opium Examination bulk, Stonecutters' Island—Chinese Customs.

F. H. DRAWS, German steamer, 624, A. H. Roelands, 5th April—Bangkok 6th March, Chinese—Captain.

H. PRINZENBERG, German bark, 550, H. Ahrens, 17th April—Honolulu 5th March, General—Melchers & Co.

KITTY, British bark, 803, Laud, 20th August—Manila 10th August, Sugar and Hemp—Captain.

LADY HARRWOOD, British bark, 382, T. H. Williams, 19th April—Honolulu 11th March, General—Master.

LOONOWHA, British 3-m. schooner, 374, S. A. Lord, 18th April—Gorontalo (Celebes), 8th March, Rattans and Ebony Wood—Ed. Scheilhaus & Co.

MOUNT LEBANON, American bark, 530, Chas. H. Nelson, 17th April—Rajahmundry 18th March, Timber—Arnhold, Karberg & Co.

PENSIANG, British bark, 720, Geo. Parker, 31st March—Pitogo 23rd March, Timber—Lanc, Crawford & Co.

TITAN, American ship, 1,276, Allyn, 28th Jan.—New York 28th August, Kerosene Oil—Russell & Co.

TETUAN, German bark, 438, Röper, 1st April—Singapore 29th January, Hardwood and Timber—Chinese.

## HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacriti, despatch-vessel, 1,400 tons, 3,180 h.p., 4 guns, Commander R. Blair Macdonachie, Hongkong.

Audacious, battle-ship (armoured), 2nd-class, 6,010 tons, 4,830 h.p., 18 guns, Captain R. H. Harris, Flag of Commander-in-Chief, Hongkong.

Cockchafer, gunboat, 2nd-class, 460 tons, 470 h.p., 4 guns, Lieut.-Commander H. H. Butler, Shanghai.

Constance, cruiser, 3rd-class, 2,380 tons, 2,590 h.p., 14 guns, Captain L. C. Keppel, Hongkong.

Cordelia, cruiser, 3rd-class, 2,380 tons, 2,420 h.p., 10 guns, Captain H. H. Boys, Shanghai.

Esk, gunboat, 3rd-class, Coast Defence, 365 tons, 340 h.p., 3 guns, Gunner W. Weeks, Hongkong, in reserve.

Espoir, gunboat, 2nd-class, 465 tons, 470 h.p., 4 guns, Lieutenant-Comdr. H. H. Adams, Amoy.

Firebrand, gunboat, 2nd-class, 455 tons, 460 h.p., 4 guns, Lieutenant-Comdr. J. Denison, Manila, re-commissioning.

Heroine, cruiser, 3rd-class, 1,420 tons, 1,130 h.p., 8 guns, Captain Charles J. Balfour, Hongkong.

Leander, cruiser, 2nd-class, 3,750 tons, 5,000 h.p., 10 guns, Captain M. J. Dunlop, Japan.

Linnets, gun-vessel, 2nd-class, 750 tons, 1,050 h.p., 5 guns, Commander W. H. Marrack, Hongkong.

Merla, gunboat, 2nd-class, 430 tons, 430 h.p., 4 guns, Lieut.-Comdr. W. H. Maturing, Hongkong.

Mutine, about 1,130 tons, 1,120 h.p., 10 guns, Commander J. H. Martin, Hongkong.

Rambler, surveying-vessel, 830 tons, 690 h.p., 3 guns, Commander W. A. Moore, Hongkong.

Rattler, gunboat, 1st-class, 670 tons, 1,200 h.p., 6 guns, Lieutenant-Commander W. H. M. Dougal, Hongkong.

Sapphire, cruiser, 3rd-class, 1,970 tons, 2,360 h.p., 12 guns, Captain W. C. Karslake, Hongkong.

Satellite, cruiser, 3rd-class, 1,420 tons, 1,400 h.p., 8 guns, Captain T. P. W. Nesbitt, Hongkong.

Swift, gun-vessel, 2nd-class, 750 tons, 1,010 h.p., 5 guns, Commander A. C. B. Bromley, Hongkong, re-commissioning.

Tweed, gunboat, Coast Defence, 3rd-class, 365 tons, 340 h.p., 3 guns, Boatstain J. M. Shea, Hongkong, in reserve.

Victor Emanuel, receiving ship, 5,177 tons, 20 guns, Commodore W. H. Maxwell, A.D.C., Hongkong.

Wivern, Coast Defence ship (armoured), 3,750 tons, 1,450 h.p., 4 guns, Gunner D. W. Hawkins, Hongkong, in reserve.

Wanderer, about 925 tons, 750 h.p., 4 guns, Commander G. A. Giffard, Hongkong, re-commissioning.

## FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Aspic, French gunboat, Commander Rupé, Nagasaki.

Aurora, Austrian corvette, 4 guns, Captain Muller, Whampoa.

Blamack, German corvette, Captain Kuhn, Nagasaki.

Brobber, Russian cruiser, 13 guns, Captain Menschikoff, Nagasaki.

Bokline, American corvette, 14 guns, Captain Byron Wilson, Amoy.

Carola, German corvette, Commander Ashmann, Amoy.

Comète, French man-of-war, 433, Commander Martel, Hoibow.

Chasseur, French gunboat, Captain Le Gorré, Tonkin.

Dimanche, Russian frigate, 20 guns, Captain N. S. Scrydloff, Nagasaki.

Easer, American corvette, Captain T. F. Jewell, Amoy.

Ilia, German gunboat, Lieutenant von Erikstedt, Hongkong.

Koreyetz, Russian corvette, 1,238, Captain Ostetsky, Amoy.

Monocacy, American gunboat, 6 guns, 750 h.p., Commander Glass, Yokohama.

Moore, Russian gunboat, 7 guns, Commander Molotov, Corea.

Nayazuki, Russian corvette, 9 guns, Captain Zarin, Nagasaki.

Nautilus, German gunboat, 4 guns, Captain von Hoven, Hongkong.

Onaka, American corvette, Captain T. O. Sel-fredge, 12 guns, Nagasaki.

Palos, American gunboat, 6 guns, 500 h.p., Lieut. Commander Nelson, Yokohama.

Paravel, French cruiser, Foret, Nagasaki.

Primoguet, French corvette, 2,200, Captain Yenn, Shanghai.

Rio Lima, Portuguese gunboat, 539, Commander Santa Barbara, Macao.

Rynda, Russian corvette, Captain Avellan, Sappho, German corvette, Nagasaki.

Turenne, French frigate, Captain Dupuis, Nagasaki.

Velasco, Spanish corvette, Captain Friguera, Manila.

Vipère, French gunboat, Commander de Marolles, Shanghai.

Vizier, Russian corvette, 10 guns, Captain Makaroff, Hongkong.

Wolf, German gunboat, Captain Jaesche, Hongkong.

## Post Office.

A MAIL WILL CLOSE.

For Amoy—Per *Bantam*, to-morrow, the 22nd instant, at 9.00 A.M.

For Amoy and Manila—Per *Zuyiro*, on Tuesday, the 24th instant, at 3.30 P.M.

For Europe—Per *Olympia*, on Tuesday, the 24th instant, at 3.30 P.M.

For Europe, &c.—Per *Venitia*, on Tuesday, the 24th instant, at 5.00 P.M.

For Europe, &c., Australia, Madras, and Calcutta—Per *Oriza*, on Thursday, the 26th instant, at 11.00 A.M.

For Straits and Bombay—Per *Normida*, on Friday, the 27th instant, at 9.30 A.M.

For Straits and Bombay—Per *Tanjore*, on Saturday, the 28th instant, at 5.00 P.M.

For Yokohama and San Francisco—Per *San Pablo*, on Tuesday, the 1st May, at 2.30 P.M.

## HOURS FOR CLOSING THE CONTRACT MAILS.

THE FRENCH MAIL.

Day before departure.

5 P.M.—Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

Day of departure.

7 A.M.—Post Office opens.

10 A.M.—Registry of Letters ceases.

10.30 P.M.—Posting of all printed matter and patterns ceases.

11 A.M.—Mail closes, except for Late Letters.

11.10 A.M.—Letters may be posted with Late Fee of 10 cents until.

11.30 A.M.—when the Post Office closes entirely.

11.40 A.M.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

## THE ENGLISH MAIL.

Two Days before departure.

3.00 P.M.—Reception of Parcels ceases.

Day before departure.

2.00 P.M.—Money Order Office closes.

2.00 P.M.—Posting of Parcels Current and Circulars ceases.

(Parcels Current and Circulars may, however, be posted up to 4 o'clock if they are tied in bundles, country by country, with the addresses all one way.)

Those for the United Kingdom must be divided into (1) London, (2) England and Wales, (3) Scotland, (4) Ireland; those for Germany into (1) Hamburg, (2) other places in Germany.

4.00 P.M.—Registry ceases.

5.00 P.M.—Mail closes.

LATE CORRESPONDENCE may then be posted in the Night Box at the Post Office with 10 cents late fee on each article up to 9 P.M. after which hour it may be sent on board with the same late fee.

## POSTAL NOTES.

1.—Postal Notes of the values named below payable within three months at any Post Office in the United Kingdom, or at Constantinople, can be obtained at Hongkong or at any British Post Office in China (except Hoibow and Tientsin) at the following prices, which include Commission:

1/-	30 cents
1/6	33
2/-	36
2/6	39
3/-	42
3/6	45
4/-	48
4/6	51
5/-	54
5/6	57
6/-	60

All money orders on the United Kingdom for even sums not exceeding £5 applied for at Hongkong or Shanghai will be issued by means of these notes.

The purchaser of any Postal Note must fill in the Payee's name before parting with it. He may also fill in the name of the Office where payment is to be made. If this is not done the note is payable (within three months) anywhere in the United Kingdom, or at Constantinople. Any Postal Note may be crossed to a Bank.

3.—Postal Notes should always be forwarded in Registered Covers. If this precaution is not taken no enquiries whatever will be made as to the loss or alleged loss of any Note.

4.—Postal Notes issued in the United Kingdom are not payable in Hongkong or China.

## PARCEL POST.

N.B.—A Receipt will be given for each Parcel.

To	Limit of Weight	Postage	Limit of Size	Prohibited Articles
Hongkong, China, Japan, Korea, Siam, India, Ceylon, Mauritius, Straits, Malacca, and all ports in the East.	11 lbs.	5 cents	2 ft. 6 in. by 18 in. by 12 in.	Opium.
Straits, Malacca, and all ports in the East.	11 lbs.	5 cents	2 ft. 6 in. by 18 in. by 12 in.	Do.
Malacca (Direct) ...	11 lbs.	5 cents	2 ft. 6 in. by 18 in. by 12 in.	Do.
Gibraltar (Direct) ...	11 lbs.	5 cents	2 ft. 6 in. by 18 in. by 12 in.	Do.
United Kingdom, via Gibraltar, and all ports in the West.	11 lbs.	5 cents	2 ft. 6 in. by 18 in. by 12 in.	Do.
Avonmouth (via London) ...	11 lbs.	5 cents	2 ft. 6 in. by 18 in. by 12 in.	Do.
London (via London) ...	11 lbs.	5 cents	2 ft. 6 in. by 18 in. by 12 in.	Do.
Cape Colony (via London) ...	11 lbs.	5 cents	2 ft. 6 in. by 18 in. by 12 in.	Do.
Cyprus (via London) ...	11 lbs.	5 cents	2 ft. 6 in. by 18 in. by 12 in.	Do.
Egypt (via London) ...	11 lbs.	5 cents	2 ft. 6 in. by 18 in. by 12 in.	Do.
Newfoundland ...	11 lbs.	5 cents	2 ft. 6 in. by 18 in. by 12 in.	Do.
S. Helena (via London) ...	11 lbs.	5 cents	2 ft. 6 in. by 18 in. by 12 in.	Do.
Windward (via London) ...	11 lbs.	5 cents	2 ft. 6 in. by 18 in. by 12 in.	Do.
Leeward (via London) ...	11 lbs.	5 cents	2 ft. 6 in. by 18 in. by 12 in.	Do.
Barbados (via London) ...	11 lbs.	5 cents	2 ft. 6 in. by 18 in. by 12 in.	Do.
Canada (via London) ...	11 lbs.	5 cents	2 ft. 6 in. by 18 in. by 12 in.	Do.
Jamaica (via London) ...	11 lbs.	5 cents	2 ft. 6 in. by 18 in. by 12 in.	Do.
St. Kitts, Nevis, Dominica, St. Vincent, St. Lucia, St. Eustace, &c.	11 lbs.	5 cents	2 ft. 6 in. by 18 in. by 12 in.	Do.

TO THE UNITED KINGDOM AND PLACES BEYOND.—Parcels are forwarded by P. & O. packet only, and arrive in London about 8 days later than the Mail. They must be posted before 3 p.m. on the day before the Mail leaves. No further charge is made on delivery except for Customs Dues. A Declaration of Contents and Value is required with each parcel. The form is supplied free.

TO INDIA.—By P. & O. and Indian Mail packet only. No declaration of Contents and Value is required. The form is supplied free.

GENERAL RULES.—Parcels may be sealed, but any parcel, even though sealed, is liable to be opened for examination. Dangerous or perishable goods, opium, articles likely to injure the mails, liquids (unless securely packed), and fragile packages are prohibited. No Parcel must exceed 5 lbs. in value. A Parcel may contain a letter to the same address as that of the Parcel itself (except in cases where enclosure of letters is prohibited) or another Parcel to that address, but no other enclosure. Declarations of Contents must be complete and accurate. Everything in the Parcel should be entered. False declarations expose the Parcel to the risk of confiscation.

## TEA MUSTERS.

Persons who send Musters of Tea through the Post in Tins are requested to have them made flat or square instead of round, as it is impossible to pack round tins securely in the mail bags. It is believed that the tea will travel more safely in flat tins, which are not so liable as round ones to be bulged in.

4 by 3 by 1 inches is suggested as a good size. The tins should not have sharp corners.

## For Sale.

## IMPORTANT INTIMATION.

## NOW READY.

(PUBLISHED BY AUTHORITY.)

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST. A DIRECTORY AND WORK OF REFERENCE ON ALL IMPORTANT LOCAL SUBJECTS FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, NORTH BORNEO, THE PHILIPPINES, AND COREA, 800 PAGES, THE YEAR 1888.

## PRICE THREE DOLLARS.

THE HONGKONG DIRECTORY has again been enlarged and is THE CHEAPEST, MOST COMPLETE, AND ONLY RELIABLE WORK OF THE KIND PUBLISHED IN THE FAR EAST.

THE above named work, published at the Office of "THE HONGKONG TELEGRAPH," contains a Directory for the

Ports in the large portion of Asia, comprising between Penang, in the Straits Settlements, and the Northern Chinese Ports, including Vladivostok, Formosa, the Treaty Ports of China and Japan, Coochin-China, the Philippine Islands, Corea, British North Borneo, the British Colony of Hongkong, and the Portuguese Colony of Macao. It also contains the Principal Treaties between European countries and the United States and the countries East of the Straits, including the New Treaties between FRANCE and CHINA, CHINA and GREAT BRITAIN, FRANCE and ANNAM, RUSSIA and CHINA, BRAZIL and CHINA, and the KOREAN TREATY; together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; also descriptions of the various Ports, with the latest Trade Statistics, taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations, and all Public Bodies and Companies, Bankers, Merchants, Consuls, Professional and other Residents, have supplied the necessary matter upon forms specially sent for that purpose, so as to ensure accuracy. The Naval and Military portions have been taken from the latest published official lists and revised at Headquarters; in fact, no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1888 contains a carefully revised

## INDEX TO THE ORDINANCES OF HONGKONG.

## A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong.

## THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Justices of the Peace, &amp;c.

## A LADIES DIRECTORY FOR HONGKONG AND

A Mass of interesting information on various subjects, culled from the most trustworthy sources.

THE WINNERS OF ALL IMPORTANT RACES at HONGKONG, SHANGHAI, FOCHOW, and AMOY, with times, and other interesting particulars, carefully compiled from the most reliable sources, make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," a *valde precium* for all classes of sportsmen.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1888 is printed on a superior quality of Paper, and is the best printed and most handsomely bound volume published East of the Suez Canal.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," in order that it may circulate extensively outside this Colony, is published at a POPULAR PRICE, and can be ordered at this Office, or through any of our Agents at the various Ports, for

## THREE DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong or any other part of the East, at such a low price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It has an extensive circulation in all Ports between Singapore and Newchwang, in the Australian Colonies, the United States, and the United Kingdom, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

## SUGGESTIONS for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS, may be sent to the Agents at the various Ports, or to the Office of

"THE HONGKONG TELEGRAPH," PUBLISHED BY H. H. HONGKONG.

Hongkong, 16th January, 1888.

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by his humility, and perfects his work by honesty; such is the Chun-tz.

"The Chun-tz is the ideal gentleman, the master-mason."

**Section XXVIII.**  
The perfect man is sick because his strength fails about, not because men do not recognise his worth.

**Section XXIX.**  
The perfect man may worry lest he die and leave no name behind.

"For if his work has been successful it must be remembered."

**Section XXX.**  
The perfect man seeks from himself; the common fellow at the hands of others.

"The object of ambition is the perfect life which on ourselves depends, not honours which depend on others."

**Section XXXI.**  
The perfect man asserts his rights, but never wrangles for precedence; a lover of society, but member of no clique.

"A true gentleman."

**Section XXXII.**  
The Chun-tz neither sets men up because they happen to have spoken well, nor disregards the worthy words of worthless men.

"A coarsermonger may speak words of wisdom."

**Section XXXIII.**  
Tz-hung asking—Is there any word that would serve as guide in every circumstance of life? Confucius said—What do you think of your duty to your neighbour? Never do to others what you would not they should do to you.

"Just short of 'Do unto others what you would that they should do to you.'"

**Section XXXIV.**  
When do I attack and whom do I uphold? I uphold those who have tried. The three great dynasties kept straight on the right path by cautiousness like this.

"A mistake in the text; 'man' is a misprint."

**Section XXXV.**  
When I was young even the official annals would leave blanks in their writings, and the possessor of chariots would lend his horses to his people, but there are none such now.

"Pride and selfishness preventing."

**Section XXXVI.**  
Fine words are the confusion of virtue. Great designs are upset by want of a little patience.

**Section XXXVII.**  
It needs equal caution whether a man be universally abused or spoken well of.

"To determine what he really is."

**Section XXXVIII.**  
The man makes the life, not the life the man.

**Section XXXIX.**  
To really err is to persist in erring.

"All men sin, but the sinner is he who goes on sinning."

**Section XL.**  
I have sat thinking all day and all night, forgetting to eat or to sleep, but it is no good; the only way is to study.

"You cannot evolve truth out of your inner consciousness."

**Section XLI.**  
The object of the perfect man is truth, not what he has to eat. Farming may sometimes lead to want; and learning sometimes leads to office, but the Chun-tz's sole anxiety is lest he fail to find the truth, and not that he is poor.

"Fortune is a casual circumstance of life; but knowledge is its foundation."

**Section XLII.**  
Though a man's knowledge should suffice to reach his ends, he will lose his power when attained if he cannot maintain it by a Christian life. Though his knowledge be sufficient for the attainment of his ends, and his life be equal to the retention of his power, he will not be respected unless he give it substance by ruling with due dignity; and though his knowledge, life and dignity should all suffice, can he be held to have reached goodness unless he exercise his power in accord with Law.

"You must go to Church as well as be religious."

**Section XLIII.**  
The Chun-tz may have no knowledge of details, but can conduct great affairs, whereas the common fellow may be skilled in trifles, but cannot undertake anything great.

"A man who crosses his *ts* rarely writes anything worth reading."

**Section XLIV.**  
Men think the Christian life more perilous than fire or flood, but though I have seen men lose their lives by venturing on these, I never knew one do so by following in the Christian path.

"The way is narrow, but so long as kept to, safe."

**Section XLV.**  
When *ts* is in question you may not give way even to your teacher.

"The Church may guide, but cannot rule your conscience."

**Section XLVI.**  
The perfect man is firm because he knows he is right, not simply obstinate.

"Here I have followed the Legge commentary; my own opinion is that there is an error in the text, and that the sentence really reads—'The Chun-tz is chaste, but not insensible to love.'"

**Section XLVII.**  
In service of your Sovereign think only of your duty; let your pay be a matter of afterthought.

**Section XLVIII.**  
Among scholars there is no distinction of rank. All gentlemen are equal."

**Section XLIX.**  
Those who follow different roads cannot plan their course together.

**Section L.**  
All you want in language is to be intelligible. The rules of Grammar are but arbitrary."

**Section LXI.**  
When the Kapel master, Mien, came to see Confucius, he guided him up the steps himself, led him to his seat and told him who the company wanted and where they were standing. When he left, Tz-chung said—Do you show a master his way? Confucius replied—Certainly, if it be to help the master on his way.

"Mien was blind, but ordinarily his guidance would have been left to his attendant."

## CREDIT IN DIFFERENT COUNTRIES.

In Australia a credit of six months is generally allowed.

In Asia Minor a credit of but two or three weeks is in most cases all that is allowed.

In Italy but little credit business is done, and none without good security being given.

In France a month's credit is generally required to be sent in settlement of the invoice.

In Cuba the time fixed for payment is generally from four to five months after delivery of the goods.

In the Bermudas accounts are settled but once a year. The 30th of June is the day usually fixed for the payments.

In Austria it is scarcely possible to do business without allowing a very long credit, which is nearly always one of six months.

In England a payment of the price of goods delivered is required at the end of three months, dating from the day of shipment.

In Turkey even objects of prime necessity are sold on credit, and in the United States, as well

as in Russia, the time allowed is in most cases twelve months.

In Spain four-fifths of the transactions are done on a cash basis, while in Portugal great liberality is shown, and quite a long credit is usually allowed.

In China it is not customary to give credit.

Money is obtained from lenders, who exact an interest of from 8 to 12 per cent. Business is nearly always conducted upon a cash basis.

In Mexico the large commercial houses willingly give credit of from six to eight months, and in the retail trade longer terms are given customers in which to settle their accounts.

In Canada settlements are made at the end of thirty days, with a discount of 5 per cent. Sometimes a credit of from three to six months is allowed, but in this case there is no discount.

The Consul-General of the United States at Rio states that one of the greatest drawbacks to commercial intercourse with Brazil lies in the necessity of allowing too long a credit. At Rio, as at Buenos Ayres, the minimum credit is six months.

In Costa Rica a credit of from six to twelve months is given in case of merchandise imported from Europe, in order that the goods may be easily and quickly disposed of. But since this system of credit has often led to losses, it is now being given up.

In Germany the credit system is very widespread. The purchasers in settling their accounts are generally much longer than in France and England. Nearly every commercial manufacturing branch of business has its own particular terms of credit, and there is no uniformity in this respect.

**AN Important Discovery** is announced in the *Paris Figaro*, of a valuable remedy for nervous debility, physical exhaustion, and premature decay. The discovery was made by a missionary in Old Mexico. It saved him from a miserable existence and an early grave. We learn that the Rev. Joseph Holmes, Bloomsbury Mansions, Bloomsbury Square, London, W.C., will send the prescription, free of charge, on receipt of a self addressed stamped envelope.

## Co-day's Advertisements.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBÉ.

(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"HYDASPES"

will leave for the above places on TUESDAY, the 8th May, at DAYLIGHT.

This Steamer has most superior Accommodation for Passengers, both 1st and 2nd Saloon, and has the Electric Light.

For Freight or Passage, apply to

E. L. WOODIN, Superintendent.

Hongkong, 21st April, 1888.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ANCONA"

will leave for the above place about 24 hours after her arrival with the outward English Mail.

E. L. WOODIN, Superintendent.

Hongkong, 21st April, 1888.

PUBLIC AUCTION

OF

ENGLISH-MADE FURNITURE, WATER-COLOURS, ORNAMENTS, &c.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 28th April, 1888, at 2.30 P.M. sharp, at the Residence of T. V. V. VERNON, Esq., Robinson Road.

ELEGANT ENGLISH AND EUROPEAN MADE FURNITURE,

&c., &c., &c.

Comprising:—

Flowered Silk Rep Covered English-made WALNUT DRAWING ROOM SUITE,

ANTIQUE ITALIAN INLAID CABINET,

HANDSOME WALNUT ETAGERE with HAND PAINTED PANELS, CHIPENDALE WALNUT MANTLE MIRROR, WATER-COLOURS, PAINTINGS, ENGRAVINGS, CHROMOS, DRESSEN and CHINA ORNAMENTS, BRONZES, &c., FRENCH MANTLE CLOAK, HANDSOME SOLID BRASS CHANDALIER and GAS BRACKETS, DOG FIRE GRATES and FENDERS, WALL MIRROR BRACKETS, OLD ENGLISH INLAID WRITING DESK, TABLES, COTTAGE PIANO,

BLACK and GILT MIRROR, CABINET, COPYING PRESS and STAND, CANTON BLACKWOOD CURIO STAND, HALL TABLES, &c.

SOLID OAK CARVED CHEFFONIER, OAK DINNERS WAGGONS,

TEAK EXTENSION DINING TABLE, MOROCCO COVERED EASY CHAIRS, SIDEBORD, CORNICES and CURTAINS, &c.

IRON BEDSTEDS with SPRING and HAIR MATTRESSES, MAHOGANY BEDROOM SUITE, TEAK and MAHOGANY WARDROBES, CARPETS & CARPETING, ICE BOX, PERAMBULATOR, BATHS, &c.

CANTON FLOWER STANDS, FLOWERS IN POTS, FERNS, &c., &c.

Catalogues will be issued previous to the Sale and the above will be on view on FRIDAY NEXT.

TERMS OF SALE.—As Customs.

G. R. LAMMERT, Auctioneer.

Hongkong, 21st April, 1888.

NOTICE TO MARINERS,

No. 216.

CHINA SEA.

SHANGHAI DISTRICT.

WOOSUNG LIGHTHOUSE.

NOTICE is hereby given that, in consequence of changes that have taken place in the banks bounding the channel across the Woosung Outer Bar, the Woosung Light has been altered to show—

White between the bank of the Yangtze to the north-westward of the Lighthouse and S. 12° 30' W.

Green between S. 14° 30' W. and S. 57° 30' W.

White between S. 57° 30' W. and S. 70° 30' W.

Red between S. 70° 30' W. and the left (western) bank of the Woosung river.

The bearings are magnetic and from seaward.

By Order of the Inspector General of Customs,

A. M. BISBEE, Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 9th April, 1888.

NOTICE is hereby given that this vessel has departed about 4 miles to the South East of the former position, and now lies directly in the fairway.

High peak of Lintin bears S. 41° W. 1/2 N. 1/2 W.

Fan-shak N. 55° W.

Sui-shan Pagoda N. 12° W.

The above bearings are Magnetic.

J. H. MAY, Harbour Master.

Approved, FRANCIS W. WHITE, Commissioner.

Canton House, Canton, 14th April, 1888.

## Intimations.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

THE Company is prepared to Tranship Cargo from its Godowns at Kowloon or West Point to any Steamer in the harbour, and to bring Cargo across from Kowloon to any place on the Praya at the usual rates.

By Order, ISAAC HUGHES, Secretary.

Hongkong, 20th April, 1888.

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO CONTRIBUTORS.

A FIRST INTERIM BONUS OF TWENTY per cent. upon Contributions for the year 1887 has this day been declared.

Warrants may be had on application at the above Office on and after the 5th proximo.

JARDINE, MATHESON & Co., General Agents.

Canton Insurance Office, Limited.

Hongkong, 19th April, 1888.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FIRST INTERIM BONUS OF FIFTEEN per cent. upon Contributions for the year 1887 has this day been declared.

Warrants may be had on application at the Office of the Society on and after the 30th instant.

By Order of the Board, DOUGLAS JONES, Acting Secretary.

Hongkong, 16th April, 1888.

WANTED.

FOR A DRAPERY ESTABLISHMENT, a YOUNG MAN as an ASSISTANT, who understands the Business. Reference required. Apply by letter to

A. B., c/o Hongkong Telegraph Office.

Hongkong, 23rd March, 1888.

THE NORTH-CHINA INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTH ORDINARY GENERAL MEETING of the above Company will be held at the Head Office, on WEDNESDAY, the 25th April, 1888, at HALF-PAST TWO O'CLOCK P.M., for the presentation of the Report of the Directors and Accounts to the 31st December, 1887, the declaration of Dividends, the election of Directors and Auditors for the current year, and the transaction of any other business which may be transacted at an ordinary General Meeting.

The TRANSFER BOOKS of the Company will be closed from the 12th to the 25th instant, both days inclusive.

By order of the Court of Directors, ALEX. ROSS, Secretary.

Shanghai, 4th April, 1888.

A LADY residing in England wishes to have Two or Three Children to EDUCATE with careful training, with the advantage of FRENCH and GERMAN TAUGHT in an English home. Good references required and exchanged.

Apply to

LANE, CRAWFORD & Co.

Hongkong, 27th March, 1888.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all Vessels discharging Bombay Cotton and Cotton Yarn, at the Kowloon Wharves, will have free storage for 14 days from arrival, after which a RENT of 3 Cents per Bale per Month will be charged.

ISAAC HUGHES, Secretary.

Hongkong, 7th November, 1887.

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND JEWELLERS, SILVER-SMITHS, AND OPTICIANS.

CHARTS AND BOOKS. NAUTICAL INSTRUMENTS.

For Louis Audette, awarded the highest prizes at every Exhibition; and for Voigtlander and Sohn's CELESTIAL MAP OF THE GLOBE, MARINE GLASSES, and SPECTACLES.

No. 10, QUEEN'S ROAD CENTRAL.

NOTICE.

FOR the Convenience of Customers, the productions of the "CHINA SUGAR REFINING COMPANY, LIMITED" can henceforward be obtained by RETAIL, FOR CASH, at No. 3, PEARL STREET, at the same prices as at the Refinery; or Retail orders will be delivered at addresses in town on applications forwarding their monthly requirements in writing direct to the Refinery at East Point.

JARDINE, MATHESON & Co., General Agents.

Hongkong, 27th April, 1888.

ITSUITSU BUSSAN KAISHA.

SOLE AGENTS FOR THE MIKE COAL MINE.

BUNKER COALS can be supplied to any Steamer lying in the harbour or coming alongside the KOWLOON WHARF on application to the Undersigned.

Y. FUKUHARA, Acting Manager.

Hongkong, 19th January, 1888.

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS,

No. 35.

JUNK SUNK OFF LINTIN.

NOTICE is hereby given that this vessel has drifted about 4 miles to the South East of the former position, and now lies directly in the fairway.

High peak of Lintin bears S. 41° W. 1/2 N. 1/2 W.

Fan-shak N. 55° W.

Sui-shan Pagoda N. 12° W.

The above bearings are Magnetic.

J. H. MAY, Harbour Master.

Approved, FRANCIS W. WHITE, Commissioner.

Canton House, Canton, 14th April, 1888.

## STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE.	AGENTS.
Frishi	Antwerp	April 21st	Russell & Co.
Tanjour	Hambury	April 24th	P. & O. S. N. Co.
Achilles	Liverpool	April 24th	Butterfield & Swire.
Prometheus	London	April 26th	Messageries Maritimes.
Djemnah	Marseilles	April 27th	Messageries Maritimes.
City of Sydney	San Francisco	April 27th	Pacific Mail S. S. Co.
Batavia	Vancouver	May 3rd	Adamson, Bell & Co.

## STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Venetia	P. & O. S. N. Co.	April 25th, daylight.
London, via Suez Canal	Dardanus	Butterfield & Swire.	April 26th.
Marseilles, via Saigon, &c.	Oxus	Messageries Maritimes.	April 26th, at noon.
Genoa, & Ports of Call.	Bayern	Melchers & Co.	May 9th, at 4 p.m.
Havre and Hamburg	Bormida	Carlowitz & Co.	April 27th, at 10 a.m.
New York, via Suez Canal	Olympia	Siemens & Co.	April 24th, at 4 p.m.
San Francisco, via Panama	Batavia	Adamson, Bell & Co.	About May 5th.
Sydney, Melbourne, &c.	San Pablo	P. & O. S. N. Co.	May 1st, at 3 p.m.
Straits, Colombo, &c.	City of Sydney	Pacific Mail S. S. Co.	May 10th, at 3 p.m.
Yokohama, via Naki, &c.	Guthrie	P. & O. S. N. Co.	To-morrow, daylight.
Tientsin	Tanjore	P. & O. S. N. Co.	April 29th, daylight.
Shanghai	Hydaspes	P. & O. S. N. Co.	May 8th, daylight.
Shanghai, Kobe, &c.	Kwongsang	Jardine, Matheson & Co.	About April 26th.
Shanghai, via Amoy	Glenfithas	Jardine, Matheson & Co.	Quick despatch.
Manila, via Amoy	Ancona	P. & O. S. N. Co.	About April 26th.
	Djemnah	Messageries Maritimes.	April 26th.
	Achilles	Butterfield & Swire.	April 26th.
	Prometheus	Butterfield & Swire.	April 26th.
	Zafiro	Russell & Co.	April 24th, at 4 p.m.

## Intimations.

W. POWELL & CO.

HAVE RECEIVED EX LATEST STEAMERS.

A FULL ASSORTMENT OF

NEW SPRING AND SUMMER GOODS

IN EVERY DEPARTMENT.



## Intimations. NOTICE.

A. S. WATSON &amp; CO., LTD.

HAVE JUST RECEIVED THEIR ANNUAL SUPPLY

LAWN GRASS SEED

and

SWEET CORN,

for immediate sowing.

THE HONGKONG DISPENSARY.

Hongkong, 2nd March, 1888.

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 21, 1888.

## TELEGRAMS.

(Reuter.)

THE EMPEROR.

LONDON, April 19th.

His Majesty the Emperor Frederick appeared at the window of the Palace amidst great enthusiasm. He became worse in the evening and now pneumonia is feared.

The Emperor Frederick's death is regarded as only a question of days.

## THE FISHERIES QUESTION.

The Fisheries Bill has passed the Dominion Commons in committee; but the Senate recommend its rejection.

## THE "SAN PABLO" ASHORE.

The American mail steamship *San Pablo* is ashore on the rocks of Tan Island, eight miles N.W. of Tuenmeh Lighthouse, about 380 miles from Hongkong, and 40 miles from the entrance of the Pochoo River. Last evening the Hongkong Agents received a telegram from Mr. Harman, at present in Shanghai, informing them of the casualty, and another wire at 8 a.m. to-day stating that the steamer's mails, passengers and specie had been landed in Shanghai, where we may infer it had been taken by a passing steamer.

The *San Pablo* left Yokohama on the 13th inst. at daylight, and as she is a nimble ship, should have been in this harbour on the evening of the 18th but for the accident which overtook her at the north entrance of the Formosa Channel. The Tan Rocks are a dangerous group of irregularly formed small islands having a superficial area of from a shore of half to one mile in extent, and lying well within the ordinary track of ocean navigation, as they do indicate that the steamer has been swept out of her course some 20 miles to the north-westward, by currents or tidal influences. As the German steamer *Tatarus* which arrived in this harbour on the 18th inst. from Nagasaki reported dull weather along the coast it is fair to suppose that the *San Pablo* owes her disaster to a combination of thick weather and unexpected tidal influences. The steamer *Pechali* which left Swatow on Tuesday morning last on passing the Tan Rocks on the following morning was signalled by the *San Pablo* and after communicating, took on board the mails and passengers to her destination, Shanghai. Meanwhile the American frigate *Brooklyn*, on arriving at Shanghai was ordered to proceed to the assistance of the *San Pablo*, and will probably reach her to-morrow. We are informed H.M.S. *Constance* which left Hongkong to-day shortly before 3 p.m., has had orders to visit the scene of the accident in her passage up the coast, and should be off the Tan Rocks on Monday morning next.

## THE S.S. "ASHINGTON" ON THE ROCKS.

The steamer *Ashington* from Saigon while entering this port about midnight, or more correctly at 12.15 this morning ran ashore in the Sulphur Channel and at present remains fixed on the rocks in the immediate vicinity of the place where the telegraph cable from Green Island lands on Hongkong. Standing on West Point an observer can just see the masts and the stern of the *Ashington*. The disaster is said to be due to thick weather. We are informed by the owners, Messrs. Siemssen & Co., that boats and lights have been despatched for the salvage of the cargo.

A later report at 5.30 p.m. says the *Ashington* was got off the rocks at 1.30 p.m. without assistance, that some damage has been done to the fore peak, and that the steamer will be docked on Monday afternoon next, for inspection.

## LOCAL AND GENERAL.

The Ocean Steamship Co.'s steamer *Prometheus*, from London, left Singapore for this port yesterday morning, and is due on the 26th inst.

GUZMAN BLANCO, President of Venezuela, is stated to have killed twenty men in duels. Guzman is certainly a dangerous person to offend.

We are informed that owing to the excessive number of engagements during the week, the Band of the Northamptonshire Regiment will not play in the Public Gardens to-morrow.

Mr. LAHOUCHE understands that, if the monstrous job of transferring the Duke of Edinburgh to the command at Portsmouth be carried out, he will be succeeded in the Mediterranean by Sir Anthony, Hawkins.

It is stated that at the Queen's first drawing-room this year "more high bodices were worn by special permission than had ever been observed before."

A work will shortly be published in Milan to commemorate Mr. Gladstone's recent visit to Florence. According to the Italian papers, it is to be in honor of "Sir Gladstone, President of the Chambers of Lords of Great Britain and Grand Treasurer to Queen Victoria."

THE St. Joseph's College and other Schools' Tug-of-war competition came off yesterday afternoon on the Parade Ground, resulting in a victory for the former team. There was a puerile attendance of youngsters who cheered both the winners and the defeated party.

How these Christians love one another. The Rev. Howard Davies, curate, and the Rev. Rhylard Hills, vicar of Ironville, have been at it hammer and tongs in the Alfreton County Court. The defendant engaged the plaintiff as curate, but in a fortnight quarrelled with him, and dismissed him. The jury awarded Mr. Davies £25 compensation, and costs for wrongful dismissal, and the parishioners have collected a large sum of money for him, which is equivalent to passing a vote of censure on the vicar.

IN acknowledging the receipt of a resolution in favour of a retaliatory tariff passed at a recent fair trade meeting in Birmingham, Mr. Bright writes:—"You complain of hostile foreign tariffs, which lessen our trade to the nations which impose them. We cannot sell as freely as we wish to do, and your remedy is to create a tariff here that we may be unable to buy freely. You say, if we are not permitted to sell freely, let us deny ourselves the right to buy freely. Apparently you think one mischief or disadvantage would be remedied by adding another to it. Is this the policy of men who can reason, or of men who dream?"

A CURIOUS observation has been made from a study of the condition in which the victims of the blizzard which recently swept over Indiana and a wide tract of the North American continent were found. It seems that death was due not to the cold, but to suffocation; the unparalleled suddenness and extent of the fall of temperature converted the snow into ice crystals, which were ground by the gale to a fine, dry ice dust, and the air was thus rendered quite unfit for respiration. This would make the effect of the blizzard exactly analogous to that of the dreaded sand-storms of the Sahara. It is stated that the number of deaths, so far from being exaggerated, has been a good deal under-stated by the local newspapers.

Two Chinamen were this morning charged on remand before Mr. Sercombe Smith with being in unlawful possession of 6000 tins of opium, on the 17th, without the permit of the opium farmer. Mr. Mossop appeared for the prosecution, and Mr. Caldwell for the defence. An excise officer of the opium farmer said that on the 17th inst. he saw the second defendant removing boxes from a steamer into a sampan lying alongside, and on asking the defendant for his permit he found he had none, on which witness arrested him. After Mr. Caldwell had spoken for the defence his worship gave judgment for the complainant, and fined the accused \$50, or one month each hard labour, reserving his decision as to the confiscation of the opium.

It would appear that, according to the law of England, a witness is entitled to refuse to give evidence until his expenses are paid. A case in point happened the other day when Mr. Saywall, a builder, was summoned as a witness in a case heard at the Westminster County Court. Mr. Saywall declined to be sworn until his expenses were paid, and said that not a word of evidence would he give unless he had 75. 6d. a day. His Honour: You refuse to give evidence? His Honour: If you repeat that, it is an insult to the court. Do you refuse to give evidence now? The witness: Yes. His Honour: Then you are fined £5. A counsel in court informed Judge Bayley that Mr. Saywall was right—that he was entitled to his expenses. Having referred to several legal authorities on the point, his Honour ruled that Mr. Saywall was entitled to be paid 5s. 6d.—a day's work and 2s. as expenses—before he opened his mouth. "Then," said the litigant, who had subpoenaed Mr. Saywall, "I will not call this witness." And so the case was decided without the aid of Mr. Saywall's testimony.

A NAVAL Court of Enquiry, says the *Shanghai Courier*, was opened at Yokohama on the 6th inst., at H. B. M. Consulate to investigate complaints made by a number of the crew of the British barque *Thomas Perry*, against the captain and chief officer of the vessel, C. W. Grant, and R. Jeffery. The Court was composed of J. C. Hall, Esq., Acting Consul, President, Captain Treason, of the *Lombardy*, and Lieutenant Bell, of H. M. S. *Lander*. The principal complaints made were to the effect that the captain and chief officer had, during the voyage from New York, on various occasions abused and assaulted certain members of the crew, all of whom except the officers are coloured men, that the ship leaked so badly that the crew lost a great portion of their watch below in working the pumps, that the drinking water was bad and the food supplied not sufficient and of bad quality. The Court found the charge of ill-treatment not substantiated. The complaint as to insufficient provisions was found groundless, but for omission to furnish the medicine chest with the purifier "Condy's fluid" expressly enjoined by the Board of Trade instructions, the Captain was fined £5. The unseaworthiness was not denied by the master, and the Court directed to survey the vessel, and to execute all necessary repairs before proceeding to sea. The line juice used on board was not of the description required by section 4 of the Merchant Shipping Act of 1867, and the Court inflicted upon the master, as representative of the owners, the penalty of £20. The expenses of the enquiry were borne by the ship, and the complainants were ordered to go back to the vessel.

OPERA having failed in Milan, the immense La Scala Theatre has tried the ballet, and that also came to grief. Leg shows in theatres are not a success in Italy; they are so common in the streets and elsewhere.

A FIRE occurred in Shanghai on the night of the 13th inst. in rear of the premises of the Fei-kwan Lithographic Works on the left side of the Maloo and close to the Defence Creek. No serious loss has been reported.

THE Parisians have revolted against the introduction of horses on the lyric stage. Twelve equines appear at once in the new opera of *La Dame de Monserrat*, and the audiences have raised the strongest objections.

THE *Pitt Journal* suggests that when the next lot of English or American prize-fighters are caught in France they should be forced to fight seriously without any mercy, or else be punished in such a way that they would never set foot in that country again. "France," it adds, "ought not to be made the scene of their brutality without their suffering in some substantial way."

It is funny to read, in connection with the observances of etiquette on account of the death of the German Emperor, that the English Court has been ordered into mourning for a month. In the first place, there is no "Court" in the proper sense of the word; and secondly, the ladies who attend the Queen have for twenty-seven years been obliged to wear black out of respect for the memory of dear, departed Albert.

With reference to the cargo-brokers on strike, we understand that some influential Chinese residents have sent in a petition to H. E. the Governor on behalf of the strikers, representing the great inconvenience caused to shipping at this port, particularly to the Nam Pak Hong, California Hong, and other native merchants. A petition is also in course of preparation by the strikers setting forth their reasons for refusing to be photographed.

THERE is a young writer employed by a New York paper who invents such paragraphs as the following almost every day: "A woman in Harlem has a double row of teeth. One of her sons has no teeth at all. A daughter has a head of hair black on one side and red on the other, and the watch-dog that guards this variegated family has one artificial eye and was born without a tail." This is the sort of man "Brownie" wants to aid him in resuscitating the *China Snail*.

We learn from the *North China Daily News* that Senator Rosa, Envoy Extraordinary for Portugal to Peking, accompanied by Senator Valdez, Portuguese Consul, and Senator Nolasco, Interpreter, left Shanghai on the *Chungking* on the 15th inst. for Tientsin, where the new treaty between China and Portugal is to be ratified. After this, it is said that Senator Rosa, who has been offered the Embassy at Washington, is to be made a Viscount. Promotions on the army list are evidently easy in fair Lusitania!

THE Rev. E. Walpole Warren, a Baptist minister, who left England a few months ago to accept the ministry of the Church of the Holy Trinity, New York, has caused a breeze by describing the play of "Faust," which Henry Irving has produced at the Star Theatre, as "the most filthy, evil, immoral, and disgraceful thing ever put on the dramatic stage." He added, "The plot of the play is utterly vile and abominable. My principal charge against it is that it glides vice in an attractive form, and is therefore opposed to public morals."

SAYS the *Shanghai Courier*—In the list of successful candidates in the third class of the Senior Boys, at the Cambridge Local Examination in December last, the name of T. L. C. Thomas, Yokohama (New College, Eastbourne), appears. In the list of Junior Boys who have satisfied the examiners are H. G. Sadler, Amoy, China (School for Sons of Missionaries, Blackheath); J. R. Fryer, Shanghai (Collegiate School, Hyde); C. J. Simpson, Old Dock, Shanghai (Cambridge House School, Seaford). Among the Senior Girls who have satisfied the examiners is E. E. Bryant, Tientsin, North China (Walthamstow Hall, Sevenoaks). Among the Junior Girls who have satisfied the examiners are H. L. Jamieson, Shanghai (Queen's College, Tuenmeh-park); L. E. Bryant, Tientsin (Walthamstow Hall, Sevenoaks); A. F. Stout, Broadway, Shanghai (V. Garn, Bromley, Kent).

THE following proceedings at Captain Hayes' horse-breaking class held at Shanghai are reported by the *Mercury*—The first meeting of this class formed by Captain Hayes for teaching practical horse-breaking was held at Mohawk Lodge on the afternoon of the 14th inst. There was a numerous attendance, about sixty members being present. That Captain Hayes' system is efficacious was demonstrated by his breaking in a vicious griffin belonging to Mr. J. Ringer, which he commenced by bridling and ended with making him carry a lady over a four foot fence. Mr. Hutchings' Oxfordshire, a notably wicked animal was afterwards taken in hand, but though at first displaying a spirit of anything but submission, after a little handling by this master of equine knowledge, was completely subdued. This animal was also made, for the first time, to carry a lady, Mrs. Hayes, who is an accomplished horsewoman, and for the benefit of the ladies present showed how it was possible to ride without reins, even over stiff jumps, though mounted on a horse broken in to the habit only a few minutes before. What strikes one immediately on witnessing Captain Hayes' treatment, is its humanity, for though its efficacy and simplicity are undoubted and apparent, and show Captain Hayes to have no mere superficial knowledge of the theory of horse-breaking, but to be a thorough master of the art, the humane manner in which he treats his patients proclaims him a lover of humane life. We would advise all who possess, or who are likely to possess horses to avail themselves of the present opportunity of acquiring most desirable and serviceable knowledge.

AN Indiana Judge did not know what a cartoon was. The local Dan Caldwell sketched the body of a jackass with the Judge's head and face attached as a specimen, and was promptly fined \$25 for contempt of court.

FOUR householders living in Queen's Road and other streets were to-day fined by Mr. Wodehouse in sums of from one to two dollars for hanging out their artistic garments from front windows and verandahs instead of at the back of the mansions or in some other place where the watery drippings will not interfere with the comfort of those pedestrians who may object to that kind of rain.

WE are in receipt of two valuable pamphlets on Chinese subjects from the pen of Mr. F. H. H. H. Deputy Commissioner and Assistant Statistical Secretary to the Inspectorate General of Customs, Shanghai. "Notes on the Chinese Documentary Style," and "Ancient Porcelain, a study in Chinese medical industry and trade." In the introduction to the former work, the author points out the various styles used by the Chinese in their writing, and contrasts them with the documentary or business style; quoting Mr. Meadows on the subject, he says:—"The ancient style is sententious, so concise as to be vague and unintelligible without explanations; contains a great number of the difficult *shi* or empty particles, but does not confine itself by a strict attention to the rhythmus. The best specimens of it are to be found in the ancient classics, the works of Confucius and of the philosophers of the same school. The Chinese say of this style, that it is *very profound*. The *wen-chang*, or literary style, is sufficiently diffuse to be intelligible, contains a great number of the empty particles, and conforms strictly to the rhythmus. The compositions of the literary graduates at the examinations are almost the only specimens of this style, all compositions in which are characterized by a constant reference to a theme or text. The Chinese say of this style, that it is *very abstract*. The *business style* is always sufficiently diffuse to be intelligible; it always contains few specimens of the empty particles; and it does not confine itself by any attention to the rhythmus. Works on government and statistics, and the laws, are comprised in this style; and all documents of a legal nature, all official correspondence on business, are written in it. The Chinese say of this style, that it is *plain and distinct*. The *familiar style* is the least terse of any of the Chinese written styles; it contains very few of the empty particles, it does not confine itself by any attention to the rhythmus, and contains a considerable admixture of terms used in the spoken language. The narrative parts of novels form examples of this style, which the Chinese designate as *plain but shallow*. The colloquial *Chinese* (referring to the general oral language of the country, as spoken by the mandarins, not to any of the dialects) is the least terse style in the language; it contains no characters that can fairly be classed with those called empty, and in it, of course, not the slightest attention is paid to the rhythmus. Plays and the dialogues in novels are written in a style nearly resembling the colloquial Chinese, and sentences precisely the same as those used in oral conversation occur not unfrequently in such writings; but I have never seen any continuous piece in the exact spoken language. The work is replete with illustrations and examples of the phraseology used by Chinese in their official correspondence, with their equivalent in English and Latin, their Romanized pronunciation, accentuation, grammatical and other remarks. "Ancient Porcelain" is a crude dissertation on Chinese art, a work which collectors of porcelain and other objects of art would do well to peruse. The following is its table of contents:—The Age of Porcelain in China—Tang Porcelain—Song Porcelain—The Colour *Ch'ing* (Blue or Green)—Principal Classes of Ancient Porcelain—Ch'ing and Ju Porcelain—T'ing-yao—Ch'ing-yao—Kuan-yao—Lang-ch'uan-yao and Ko-yao, the real old—Celadons—Medieval Trade in Porcelain—Celadon Imitations—Messrs. Kelly and Walsh, Limited, of Shanghai, the publishers, deserve unbounded praise for the neatness and correctness of both these publications.

ROYAL ARTILLERY ATHLETIC SPORTS.

These Sports were held to-day on the Crickie Ground, under a rather scorching sun. We append the results:—

From 10.30 a.m. to 1 p.m.

THROWING THE CRICKET BALL.—1st prize \$3; 2nd, \$2; 3rd, \$1. Jones, first; G. Huntley, second. 100 YARDS RACE.—Batteries R.A.: 1st prize, \$4; 2nd, \$3; 3rd, \$2. Gunner Coburn, first; Corporal Gunnell, second; Sergeant Ball, third.

PUTTING THE SHOT.—1st prize, \$3; 2nd, \$2; 3rd, \$1. Gunner Norton, first; Corporal Gunnell, second. 100 YARDS RACE.—China Gun Lascars: 1st prize, \$4; 2nd, \$3; 3rd, \$2. Ahmed Dien, first; Ahmed, second; Gundar Singh, third. Time 33 seconds.

200 YARDS RACE.—Non-Commissioned Officers R.A. below rank of Sergeant: 1st prize, \$3; 2nd, \$2; 3rd, \$1. Corporal Gunnell, first; Bombardier Kemp, second; Bombardier Ingles, third.

LONG JUMP.—1st prize, \$2; 2nd, \$1. Ahmed Dien, first; Sergeant Ball, second; Esir Singh, third.

HALF MILE RACE.—Open to Garrison and Fleet: 1st prize, \$5; 2nd, \$3; 3rd, \$2. Private Haines, first; Kurn Singh, second; Private Panter, third.

TWO OF WAR.—Batteries R.A.—Prize, \$10. TUG-OF-WAR.—China Gun Lascars versus Sikh Police.—Prize, \$10; China Gun Lascars won. 1st prize, \$3; 2nd, \$2; 3rd, \$1.

From 1 to 6 p.m.

MEASURING RACE.—(In Costume.) Handicap: 1st prize, \$3; 2nd, \$2; 3rd, \$1. Bombardier Kemp, first; Corporal Ingles, second.

QUARTER MILE RACE.—Open: 1st prize, \$5; 2nd, \$3; 3rd, \$2. Gunner Coburn, first; Kurn Singh, second; Gundar Singh, third.

THREE LEOPARD RACE.—100 YARDS.—Open: Private Busby and Everist, first; Private Welch and Young, second. Private Haines, third. Time, 1.30.

HURDLE RACE.—120 YARDS.—1st prize, \$1; 2nd, \$3; 3rd, \$2. Esir Singh, first; C. G. Vengay, second; Gunner Coburn, third.

SKID AND HANDSPIKE RACE.—100 YARDS.—1st prize, \$3; 2nd, \$2; 3rd, \$1. Sgt. Larkin, first; Bombardier Underwood, second; Gunner Penn, third.

OBSTACLE RACE.—Missed.

VETERANS' RACE.—1st prize, \$4; 2nd, \$2; 3rd, \$1. Vengay, C.G.L., first; Colonel Craster, second.

ONE MILE RACE.—1st prize, \$8; 2nd, \$4; 3rd, \$2. Gunda Singh, first; Kurn Singh, second; Corporal Ingles, third.

HAVIDARS AND HAVIDAR-MAJORS, 100 YARDS.—Arma Dien, first; Singet Singh, second.

CHAIR RACE.—Officers of the Garrison and Fleet (in Costume) entrance \$1, to be divided among coolies, 1st and 2nd Chair: This race did not come off, chair coolies refusing duty.

SERGETS AND STAFF SERGETS R.A., 100 YARDS.—1st prize, \$4; 2nd, \$2; 3rd, \$1. Sgt. Larkin, first.

GUN RACE.—China Gun Lascars.—No. 1 first; No. 4 second.

VOLUNTEER GUN COMPETITION. Cup presented by Officers R.A., 2 shots each. Detachment No. 5, Sgt. Osborne, first.

CONSOLATION RACE.—1st prize, \$4; 2nd, \$3; 3rd, \$2. Lance C. Nagles, first; Pic. Saymark, second; Gunda Singh, third; Natha Singh, 4th.

## CANTON.

(FROM OUR CORRESPONDENT.)

CANTON, April 21st.

The Viceroy has been praying for a cessation of rain, and by a coincidence, during the last two days, it has held off, which more than ever confirms the superstitions among the Chinese which have influence with the Cherub's staff.

The whole of the Tun-kun district, that low-lying country on the left bank of the river between the Bogue and Whampoa is under water, and the country is flooded as far as Hwei-chow. Very serious damage has been done both to property and agricultural interests. Rice is being supplied by launches towing rice junks, and the authorities are doing something towards remedying the distress occasioned by the inundations and floods. General Tang's camp near Hwei-chow has been completely swept away, and over one thousand lives are reported to have been lost.

An attempt at robbery took place at the French Consulate, Shamien, on Thursday night, which was fortunately frustrated by the presence of mind and energy of the Acting Consul for France. The miscreants were particularly daring as they fired several shots at the French Consul in the dark from a small bore pistol they had but the scoundrels succeeded in escaping directly the French Consul got his revolver into play.

We have here a guard of bravos under a mandarin named Li, who pretends to considerable knowledge of foreign matters, yet, during his regime, robbery, gambling and rascality in the vicinity of Shamien have never been more free. This mandarin has charge of a band of ten men, and on there, are without precedent, in this curiously conducted city, and render it quite unsafe to be abroad there after dark. As regards our band of bravos, the redoubtable Li still keeps them at the "goose-step" in the drilling (?) he has instituted, and if he would only infuse into them a higher conception of duty than "goose step" drill in daytime and gambling and opium at night, the safety of the community might be better assured; as it is, they are, in my opinion, an element of danger amongst us instead of a safeguard.

## THE "ARDGAY."

We noted a week or two ago that Capt. G. R. Stuart, an officer who had been sent out here specially by the British Salvage Association to examine the stranded steamer *Arday*, and to report on the prospects of getting the vessel afloat, had left for the scene of the wreck on the coast of Annam, accompanied by Mr. R. Cooke, the assistant manager of the Hongkong and Whampoa Dock Company. We wish the two explorers all good luck, although not disposed to be too sanguine of their carrying out to a successful issue, their somewhat formidable project of pulling off a shelling sandy beach, twelve or fifteen hundred tons of an iron fabric like a steamer. According to last accounts the *Arday* was nearly high and dry; it was said about a month ago that "you could walk round her at low water." This did not mean that the ship had run by the force of her momentum up into the fields, but simply that the sand—as it frequently does round a heavy stationary object, had slid up into knee deep shallows by the action of the waves and consequent back-wash, all round the stranded steamer. She presents as she lies, a curious, strong and sound in hull and engines, a curious problem for any engineering salvor to master, and to successfully float her will be a most difficult "nut to crack." That she was lying upon rocks whose points had penetrated many feet into her inner recesses. To the mind unexperienced in such matters it would appear that the commonsense and indeed customary plan, would be to cut a channel direct from the ship to deep water, and such a proceeding would indeed be simple under certain conditions of fine weather and of the ground on which the steamer rests. If smooth water could be ensured on that bit of beach for a month or two, a good dredger might without much difficulty cut its way right up to the *Arday's* keel, although the question of silage would even then be an important one. It is said the natives on that part of the coast are good at cutting channels—that they can work under water at scooping out sand—and if such is the case, perhaps the Salvage Association may be more successful than have been under similar circumstances. A few years ago a very fine steamer belonging to the British and African Company got ashore on a handsome stretch of sandy beach in the Bight of Benin and remained there for a very long time resisting the active and determined efforts of many individuals who were supported by adequate funds, and by long experience. However, we are speaking of a time more than twelve years ago and very possibly during the interval, engineering science may have made important strides towards the solution of what appears but a very simple problem, a much easier one, some would think, than that of building castles on craggy heights with stones of 800 tons weight, said stones having to be lugged out of quarries down in the lower valleys, and by a people who, even in "semi-savagery" long before the dawn of history, had in regard to the removal of this sort of structures, twelve or fifteen hundred tons only a very short distance into the sea, and along the decline of a smooth shelling beach, we believe, however much it may puzzle the somewhat backward engineering scientists of the day, that there were men in the long forgotten ages of the past who would have regarded the business with no greater amount of concern than that of building or launching a boat. (In regard to the stranded steamer, we note by a people who, even in "semi-savagery" long before the dawn of history, had in regard to the removal of this sort of structures, twelve or fifteen hundred tons only a very short distance into the sea, and along the decline of a smooth shelling beach, we believe, however much it may puzzle the somewhat backward engineering scientists of the day, that there were men in the long forgotten ages of the past who would have regarded the business with no greater amount of concern than that of building or launching a boat.)

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be enumerated their inability to raise the iron-clad *Argonaut*, the *Grasshopper*, and the 23 ton boat which had been removed from the great Pagoda in Rangoon and which they (the Naval Engineers) permitted to tumble overboard in the Rangoon River. The Thames Tunnel too, and the launching of the *Great Eastern* were also such engineering failures for some years that the works completely ruined the original shareholders. In regard to that unfortunate bell in Rangoon river "the Royals" after wasting much time and money on its attempted recovery were compelled, at last, to declare themselves beaten and finally relinquished the work—to be taken in hand afterwards by the native Burmese at their own request, and who very quickly, at a ridiculously small cost, not only had the 22 ton bell at the surface but actually on the top of their temple, 400 feet from the ground. What may be Captain Stuart's plans for floating the *Arday* we do not know, but would recommend him to cast away all ideas of cutting a channel, and expend the energy and money at his command by simply launching the ship into her native element. To do this it would appear to unprofessional salvors that a few good screw-jacks and a little of the native timber would answer nearly all purposes.

## OCCASIONAL PAPERS ON CHINESE PHILOSOPHY.

(By CHALONER ALMASTERS.)

## THE LUN-YU.

## CHAPTER XV.

## Section I.

When Chen and Wei were on the point of war, Confucius was at Wei, and Duke Ling questioned him about Chen. Confucius replied—"My learning does not apply to the direction of armies." What I have studied is the ceremonies of Religion, and he forthwith left the Court. When he got to Chen his followers were reduced to the extremity of want, and were so dispirited and depressed that even Tzu-lu was moved to say—"Can the superior man be reduced to poverty? Confucius replied—"The superior man is not affected by poverty; it is the common man who is demoralised by it."

Even Peter decried our Lord in his extremity, and Tzu-lu stood in the same relation to Confucius.

## Section II.

Confucius saying to Tzu-lu—I suppose you think my knowledge is the result of wide study, Tzu said—Yes, is it not so?—No, said the Sage, it is that I string all things together.

"Knowing the unity of nature, its principles once mastered, all things are simple."

## Section III.

Yu said—Few know what real virtue consists in.

"For virtue varies with the conditions of the case."

## Section IV.

The man who ruled with least trouble was Shun. How? You ask. Simply by sitting gravely and quietly on his throne.

"The perfect Ruler is the one who will allow the world to rule itself."

## Section V.

Tzu-chang enquiring how you should act to give your doctrine course, the master answered—"If you are loyal and honest in all you say, if you respect yourself and others in what you do, you will make way even among the barbarians; but if you are not honest and sincere in what you say, and fail to respect yourself or others in what you do, you need not hope to make way even in your native place. If these two rules be ever before you and your companions when you walk, or yoked to your chariot when you drive, then, and then only, will you progress."

Tzu-chang noted these counsels in the ends of his ash.

"Curious as showing that the system of knotted records had survived to the time of Confucius."

## Section VI.

Yu, the Annalist, was indeed straightforward; he took his course like an arrow when things were ordered right like an arrow when things were ordered wrong; but Chu-pu-yu was the perfect man; when the State was rightly ordered, he was ever in office, but when wrongly he had courage to roll up his wisdom and keep it to himself.

"Never help wrong-doing."

## Section VII.

To fail to speak to the man who will profit by your words is to show away a man; to talk to the man who will not listen is to throw away your words—the wise man neither wastes men nor words.

"Talk to your wife, but never argue with your mother-in-law."

## Section VIII.

The scholar whose mind is set on his pursuit, the man who



